	<b>3</b>			The state of the s	Company of the second section of the second section of the second
4 4 7 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	123557 d7 FEB 63	College Colleg	No.	200	A CONTRACTOR OF THE THE ST. SECTION ASSESSED.
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ro s	DIRECTOR	ЕО	12958 3.3(b)(1)	>25Y <b>-66</b>	per la company de la company d
from :   action:	OSA (1-2-3-4-5-6-7-		78	PRIORITY	
INI-O	S/C (11)		. 5	61	
	TOR: 2357Z 07 FEB 6	3	fo/	PIR	IN 65347
10	PRITY	HIPO	publication (Asserting Asserting Ass	CF TE	8090
	OXCART				

ACFT NUMBER THREE MADE FLT NUMBER 39 ON 7 FEB. PURPOSE OF FLT INS AND TYPE I. TAKEOFF AT 1055 HOURS FOR ONE HOUR FIEVEN MINUTES. GROSS WEIGHT 90,000 POUNDS WITH AB TAKEOFF AND AB CLIMB TO 25,000 FEET. CG AT 20.0 PERCENT. OVER TARGET AT 286 KEAS AND 25,000 FEET. WHEN TO POSITION NUMBER THREE (AUSTIN) CLIMBED IN CLOUDS AT 300 KEAS TO 30,000 FEET - DESCENDED TO 25,000 IN CLEAR - OVER TARGET -SELECTED POSITION NUMBER FOUR - LEFT SPIKE CAUTION LIGHT CAME ON - SPIKES APPEARED OK. CLIMBED TO 30,000 FEET AT 310 KEAS IN CLOUDS BROKE IN CLEAR OVER ELY SO FIXED POINT - 270 DEGREE TURN TO LEFT, BACK OVER ELY 310 KEAS, 30,000 FEET. CONDITIONING MALFUNCTIONED - LOST PRESSURIZATION - COCKPIT TEMPERATURE OVER 100 DEGREES F - LOST LEFT HYDRAULIC SYSTEM PASSED OVER TARGET AREA ENROUTE HOME AT 25,000 FEET AT 286 KEAS -STARTED DESCENT TO HOME BASE DUMPING FUEL TO 15,000 POUNDS,

APPROVED FOR RELEASE DATE: AUG 2007

PUT GEAR DOWN EMERGENCY SYSTEM, NORMAL LANDING AND BRAKE CHUTE.

CROUP 1 winded from automatic downgrading and declassification

PILOT EASTHAM.

Me	CLASSIFIED MESSAGE	en linte met des tradices territories en La manatiren confession de la La confesione de la confesione de la manatiren confesion de la confesio	ROUTING			
Date .	SEORET	Avan				
	1638Z Ø7 FEB/63					
70 f	DIRECTOR	A	19C			
FROM :						
action:	OSA (1-2-5-4-5-6-7-8-9-10)	PRIOR	PRIORITY			
info :	S/C (11)	<i>X</i>				
•	1	5				
	TOR: 1657Z 07 FEB 63	0/	IN 65273			
70	PRITY	CITE	8074			
	OXCART					
	A-12 NUMBER 124 MADE FLIGHT NUMBER 15 ON AFTERNOON OF 6 FEB  FOR ONE HOUR AND TWENTY EIGHT MINUTES. THIS WAS FIRST FLIGHT  FOR WITH MR SCHALK AS INSTRUCTOR PILOT.					
	FUEL LOAD 25,000 POUNDS. TAKEOFF IN AB, CLIMB TO 25,000 FEET.					
	PERFORMED PILOT FAMILIARIZATION MANUEVERS FOR APPROX 45					
	MINUTES, INCLUDING AB CLIMB TO 40,000 FEET. ENTERED TRAFFIC, SHOT SEVERAL LOW APPROACHES TOUCH AND GO LANDINGS PLUS FULL STOP. CHUTE DEPLOYED NORMALLY. FLIGHT ROUTINE IN ALL RESPECTS.					
	REACTION TO FIRST FLIGHT VERY FAVORA	ABLE.				

END OF MESSAGE

EROIP 1 Enduded from automain downgrading and declassification

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